

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Matapeake Ferry Terminal, Shop, and Club House Inventory Number: QA-545, QA-546, QA-547
Address: Marine Academy Lane City: Stevensville Zip Code: 21666
County: Queen Anne's County USGS Topographic Map: Kent Island
Owner: State of Maryland, Department of Natural Resources Is the property being evaluated a district? X yes
Tax Parcel Number: 174 Tax Map Number: 56 Tax Account ID Number: 04-069870
Project: _____ Agency: _____
Site visit by MHT Staff: X no yes Name: _____ Date: _____
Is the property located within a historic district? yes X no

If the property is within a district

District Inventory Number: _____

NR-listed district yes Eligible district yes District Name: _____

Preparer's Recommendation: Contributing resource yes no Non-contributing but eligible in another context

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible X yes no

Criteria: X A B C D Considerations: A B C D E F G X None

Documentation on the property/district is presented in: MIHP form

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Description

The Matapeake Ferry Terminal site was first used in 1930 by the Claiborne-Annapolis Ferry Company to create a shorter ferry route to Annapolis. In 1941 the State Roads Commission took over the ferry line and renamed the line Sandy Point-Matapeake Ferry. The ferry route paralleled the path of the future Chesapeake Bay Bridges and became obsolete at the opening of the first bridge in 1952. On the site terminal site (QA-545) is one functioning pier and remnants of the bulkheads and ramps.

The Matapeake Ferry Terminal Shop (QA-547) was designed by Architect O. Eugene Adams for the Maryland State Roads Commission in 1946. The building was intended as a repair facility for the service equipment used on the Sandy Point Matapeake Ferry. The exterior of the shop remains largely intact with the exception of replacement windows and doors. The interior is largely intact except some of the interiors have been covered by modern finishes.

The Matapeake Ferry Terminal Clubhouse (QA-546) opened in 1936 and contained a restaurant, kitchen, changing rooms, and restrooms. Today the exterior of the building remains virtually unchanged except for the missing north porch. In 2007 the interior of the clubhouse was modified. In the North dependency the small room was converted into a kitchen and the original

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X Eligibility not recommended

Criteria: X A B C D Considerations: A B C D E F G None

Comments: _____

Jonathan Sage
Reviewer, Office of Preservation Services

9/24/08

Date

Blum
Reviewer, NR Program

9/19/08

Date

200802664

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

QA-545, QA-546, QA-547

doorway which opened into the hall was enclosed. The new doorway to this room was placed where a dumbwaiter had originally been installed on the north wall on the main room. In the main room a bar was built perpendicular to east side of the fireplace. In the South dependency the bathroom was modified to accommodate ADA accessibility. The original doorway was enclosed and the room was divided into two separate bathrooms. The doorways to these bathrooms were relocated along the south wall.

Historically the lawn west of the Clubhouse sloped to a public beach. The recent improvements to the landscape surrounding the Clubhouse include a blue slate patio, off the front portico with a blue heron fountain in the center. The original bell that once rang in the ferries was found and placed near a naval flagpole memorial in the south lawn. The shooting range installed by the Maryland State Police Academy after the clubhouse closed in 1952 was removed, and the ground terraced to reopen access to the beach. A modern shower tower was installed next to the beach at the end of the west end of the old shooting range.

Determination of Eligibility

The Matapeake Ferry Terminal, Shop and Clubhouse are eligible for listing in the National Register under Criterion A on the local level with a period of significance of 1930 to 1952 for its association with the Claiborne-Annapolis Ferry (later the Sandy Point-Matapeake Ferry) and its impact on transportation, recreation, and economic development on the Eastern Shore of Maryland predating the construction of the Chesapeake Bay Bridges.

The Matapeake Ferry Terminal buildings are not National Register eligible under Criterion B, as they are not associated with an individual significant on the local, state, or national level.

The Matapeake Ferry Terminal buildings are not National Register eligible under Criterion C as it is not significant in the history of ferry engineering or design, not is it an example of the work of a renowned engineer, craftsman, or contractor. It does not exemplify significant engineering solutions developed in response to conditions characteristic of the locality or region. It is not an example of a rare building type nor does it possess architectural or artistic distinction. While the Matapeake Ferry Terminal Buildings do reflect common construction techniques of the early twentieth century in the United States, they do not demonstrate innovative technical solutions.

National Register eligibility under Criterion D was not investigated as part of this study.

Amanda R. Apple,
Historic Preservation Planner
Queen Anne's County

Prepared by:

Date Prepared: 07/30/2008



QA-545, QA-546, QA-547
Matapeake Ferry Terminal, Shop, and Clubhouse
Stevensville Vicinity, Queen Anne's County, Maryland
Kent Island, Maryland Quadrangle (1:24,000)

Photo Log – Determination of Eligibility for QA-546, QA-545, QA-547

Amanda R. Apple, Historic Preservation Planner

Queen Anne's County, Maryland

Photos taken on 2008-08-01

Photos printed on Epson premium glossy photo paper with Epson UltraChrome pigmented inks

Digital images saved on a Maxell DVD-R 4.7GB

QA546_2008-08-01_01.jpg Matapeake clubhouse west elevation (front façade)
QA546_2008-08-01_01.tiff
QA546_2008-08-01_01.NEF
QA546_2008-08-01_02.jpg Matapeake clubhouse south elevation
QA546_2008-08-01_02.tiff
QA546_2008-08-01_02.NEF
QA546_2008-08-01_03.jpg Matapeake clubhouse north elevation
QA546_2008-08-01_03.tiff
QA546_2008-08-01_03.NEF
QA546_2008-08-01_04.jpg Matapeake clubhouse northeast elevation
QA546_2008-08-01_04.tiff
QA546_2008-08-01_04.NEF
QA546_2008-08-01_05.jpg Matapeake clubhouse taken from beach looking west over terraced lawn (with modern shower tower in foreground)
QA546_2008-08-01_05.tiff
QA546_2008-08-01_05.NEF
QA546_2008-08-01_06.jpg West view from Matapeake clubhouse lawn of terraced lawn and beach
QA546_2008-08-01_06.tiff
QA546_2008-08-01_06.NEF
QA546_2008-08-01_07.jpg West view of Matapeake clubhouse lawn and bay
QA546_2008-08-01_07.tiff
QA546_2008-08-01_07.NEF
QA546_2008-08-01_08.jpg Future location of proposed modular bathrooms
QA546_2008-08-01_08.tiff
QA546_2008-08-01_08.NEF
QA546_2008-08-01_09.jpg View looking North across south lawn and south elevation of Matapeake clubhouse
QA546_2008-08-01_09.tiff
QA546_2008-08-01_09.NEF
QA546_2008-08-01_10.jpg Bell and Flagpole memorial in south lawn
QA546_2008-08-01_10.tiff
QA546_2008-08-01_10.NEF
QA546_2008-08-01_11.jpg Main Room in clubhouse looking north east
QA546_2008-08-01_11.tiff
QA546_2008-08-01_11.NEF
QA546_2008-08-01_12.jpg View of new kitchen though doorway located where dumbwaiter use to be

QA-545, QA-546, QA-547

QA546_2008-08-01_12.tiff

QA546_2008-08-01_12.NEF

QA546_2008-08-01_13.jpg View of north hallway with enclosed entrance to kitchen

QA546_2008-08-01_13.tiff

QA546_2008-08-01_13.NEF

QA546_2008-08-01_14.jpg View of south hallway with enclosed entrance to bathroom

QA546_2008-08-01_14.tiff

QA546_2008-08-01_14.NEF

QA546_2008-08-01_15.jpg View of new bathroom entrances

QA546_2008-08-01_15.tiff

QA546_2008-08-01_15.NEF

QA546_2008-08-01_16.jpg Interior view of remodeled bathroom

QA546_2008-08-01_16.tiff

QA546_2008-08-01_16.NEF

QA-547

Matapeake Ferry Terminal Shop
Stevensville vicinity, Queen Anne's County

Constructed 1946

Publicly owned

DESCRIPTION SUMMARY

The Matapeake Ferry Terminal Shop, constructed in 1946, stands on a slight rise east of the Matapeake Ferry Terminal landing on Kent Island, Queen Anne's County. The 1-story, 8-bay, utilitarian building is constructed of brick with a flat roof. The Shop has garage bays on the north and south elevations, open space in the south end of the interior, and offices, storage rooms, and utility rooms in the north end of the interior. Changes during the 1980s include replacement of the windows, doors, and roof, and repartitioning of the north end of the interior.

SUMMARY STATEMENT OF SIGNIFICANCE

The Matapeake Ferry Terminal Shop represents the short period during which the State Roads Commission operated the ferry to the Eastern Shore. The Matapeake Ferry Terminal Shop was constructed in 1946 in order to service equipment used by State Roads Commission in the operation of the Sandy Point-Matapeake Ferry. The Matapeake site first came into use in 1930 when the Claiborne-Annapolis Ferry Company moved its Eastern Shore terminus from Claiborne to Kent Island. The State Roads Commission took over operation of the ferry in 1941 and changed its name to the Sandy Point-Matapeake Ferry. The ferry ceased operation in 1952 with the opening of the Chesapeake Bay Bridge. The Matapeake site has been used by the Maryland Marine Police Academy since 1963.

Inventory No. QA-547

(indicate preferred name)

other

street and number	306 Marine Academy Lane	—	not for publication
city, town	Stevensville	<u>X</u>	vicinity
county	Queen Anne's		

(give names and mailing addresses of all owners)

zip code	21401
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courthouse, registry of deeds, etc.	Queen Anne's County Circuit Court	liber	TSP 18	folio	581
city, town	Centreville	tax map	56	tax parcel	174
				tax ID number	04-069870

☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

Category	Ownership	Current Function	Resource Count
_____ district	<input checked="" type="checkbox"/> public	_____ agriculture	Contributing
<input checked="" type="checkbox"/> building(s)	_____ private	_____ landscape	Noncontributing
_____ structure	_____ both	_____ commerce/trade	_____ 1 _____ buildings
_____ site		_____ defense	_____ 0 _____ sites
_____ object		_____ domestic	_____ 0 _____ structures
		_____ education	_____ 2 _____ objects
		_____ funerary	_____ 3 _____ Total
		<input checked="" type="checkbox"/> government	
		_____ health care	
		_____ industry	
		_____ unknown	
		_____ vacant/not in use	
		_____ other:	
			Number of Contributing Resources previously listed in the Inventory
			0

7. Description

Inventory No. QA-547

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input checked="" type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

DESCRIPTION SUMMARY

The Matapeake Ferry Terminal Shop, constructed in 1946, stands on a slight rise east of the Matapeake Ferry Terminal landing on Kent Island, Queen Anne's County. The 1-story, 8-bay, utilitarian building is constructed of brick with a flat roof. The Shop has garage bays on the north and south elevations, open space in the south end of the interior, and offices, storage rooms, and utility rooms in the north end of the interior. Changes during the 1980s include replacement of the windows, doors, and roof, and repartitioning of the north end of the interior.

GENERAL DESCRIPTION

The Matapeake Ferry Terminal Shop is located west of Romancoke Road and south of the Chesapeake Bay Bridge on Kent Island, Queen Anne's County. The Shop stands on a slight rise east of the Matapeake Ferry Terminal landing and faces west to the Chesapeake Bay. The Shop is now part of the Maryland Marine Police Academy and is surrounded by a fenced area containing the trunk of the Wye Oak, parking lots, outdoor work areas, and recent utilitarian buildings.

The Matapeake Ferry Terminal Shop is a 1-story, 8-bay utilitarian building. Constructed in 1946, the Shop has a poured concrete foundation and base, brick walls with horizontal grooves and cast concrete necking, and a flat roof with brick parapets on the north and south walls. A tall brick chimney stands against the center of the west elevation. The Shop has garage bays in the center of the north and south elevations and pedestrian entries on each elevation. The entry on the south elevation was added in the 1980s. All doors date to the 1980s. The window openings have cast concrete sills and wood surrounds. The vinyl, double-hung windows date to the 1980s.

The interior of the Shop has a concrete floor, an exposed steel post-and-beam structural system, exposed brick walls, and a ca. 1980s box-rib metal ceiling. The south end of the building remains an open space. The north end of the building has original concrete block partitions forming a "driveway" lined with offices, storage rooms, and utility rooms.¹ The offices and restrooms have tile floors and plaster walls and ceilings. The rooms in the north end of the building were partitioned into smaller spaces during the 1980s. Also during the 1980s, a mezzanine was constructed over the northwest corner, creating an additional suite of offices.

A buoy and an anchor sit in the grass on the east side of the building. A recent shed sheltering the boiler also stands against the east side of the building.

The Matapeake Ferry Terminal Shop reflects the Modernist style in its use of horizontal grooves in the brickwork and wide panes of glass in the windows. These features emphasize the low, horizontal lines of the building. However, the building also retains the classical composition of base, shaft, and capital.

The Matapeake Ferry Terminal Shop remains largely intact. Other than the replacement of windows and doors and the addition of an entry on the south elevation, the exterior is unchanged. Although obscured in many places by recent partitions and finishes, the original interior partitions and finishes remain intact.

¹ The term "driveway" and the original functions of the rooms appear on the 1946 plans for the building.

8. Significance

Inventory No. QA-547

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input checked="" type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 1946 (construction), 1952 (closing) **Architect/Builder** O. Eugene Adams / Maryland State Roads Commission

Construction dates 1946

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

SUMMARY STATEMENT OF SIGNIFICANCE

The Matapeake Ferry Terminal Shop represents the short period during which the State Roads Commission operated the ferry from Sandy Point in Annapolis to Matapeake on Kent Island. The State Roads Commission took over the Claiborne-Annapolis Ferry in 1941, changing its name to the Sandy Point-Matapeake Ferry. The Shop was constructed at Matapeake in 1946 in order to service equipment used by the ferry. The ferry ceased operation in 1952. The Shop has been used by the Maryland State Marine Police Academy since 1963.

RESOURCE HISTORY AND HISTORIC CONTEXT

The Matapeake Ferry Terminal Shop represents the short period during which the State Roads Commission operated the ferry to the Eastern Shore. The Matapeake Ferry Terminal Shop was constructed in 1946 in order to service equipment used by State Roads Commission in the operation of the Sandy Point-Matapeake Ferry. The Matapeake site first came into use in 1930 when the Claiborne-Annapolis Ferry Company moved its Eastern Shore terminus from Claiborne to Kent Island. The State Roads Commission took over operation of the ferry in 1941 and changed its name to the Sandy Point-Matapeake Ferry. The ferry ceased operation in 1952 with the opening of the Chesapeake Bay Bridge. The Matapeake site has been used by the Maryland Marine Police Academy since 1963.

Architect O. Eugene Adams designed the Matapeake Ferry Terminal Shop for the State Roads Commission. The building was designed to accommodate the repair process. Large garage bays on each end and a "driveway" through the center of the building allowed equipment to be moved easily. According to plans, the open south end of the building served as a carpentry and machine shop and featured a three-ton trolley hoist. The north end of the building had storage lockers, a boiler room, and a large storage room east of the driveway and restrooms, two offices, and another storage room west of the driveway.

9. Major Bibliographical References

Inventory No. QA-547

Conversation between Julie Darsie of Betty Bird & Associates and Louis C. Wright of Natural Resources Police. April 12, 2005.
Plans for Shop & Storage Building, Matapeake Ferry Terminal. State Roads Commission, 1946.

10. Geographical Data

Acreage of surveyed property Approximately 1 acre
Acreage of historical setting 82.53 acres
Quadrangle name Kent Island

Quadrangle scale: 1:24,000

Verbal boundary description and justification

The Matapeake Ferry Terminal Shop is located on part of Parcel 174 on Queen Anne's County Tax Map 56. The Shop is bounded on the west by a fenced area containing the trunk of the Wye Oak, and on the north, east, and south by the Maryland Marine Police Academy complex. The surveyed area includes only the Shop, buoy, anchor, boiler shed, and the small lawn surrounding them. The surrounding landscape has been heavily altered over the years and includes many non-contributing buildings.

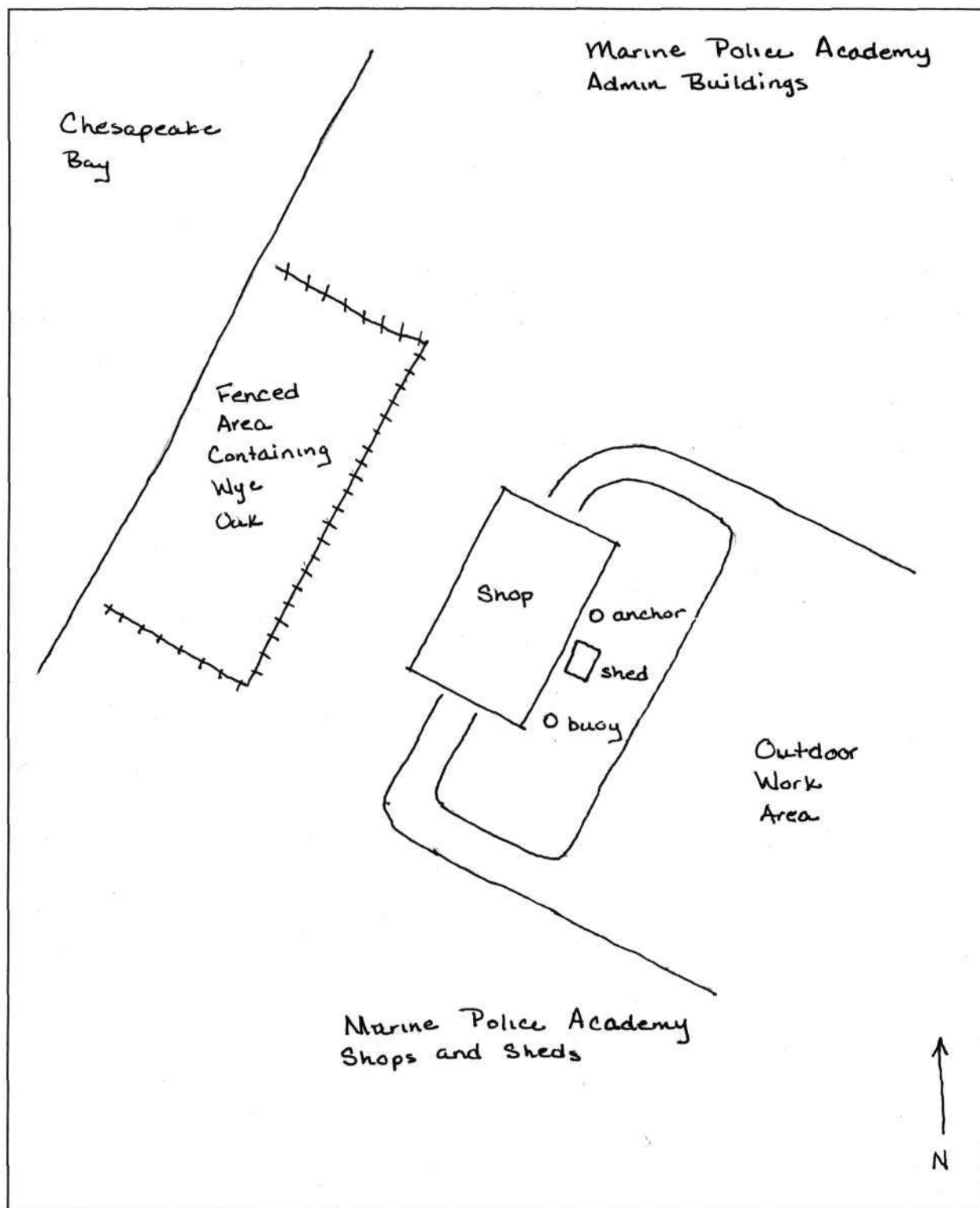
11. Form Prepared by

name/title	Julie Darsie		
organization	Betty Bird & Associates LLC	date	May 2005
street & number	2607 24 th St., NW, Suite 3	telephone	(202) 588-9033
city or town	Washington, D.C.	state	N/A

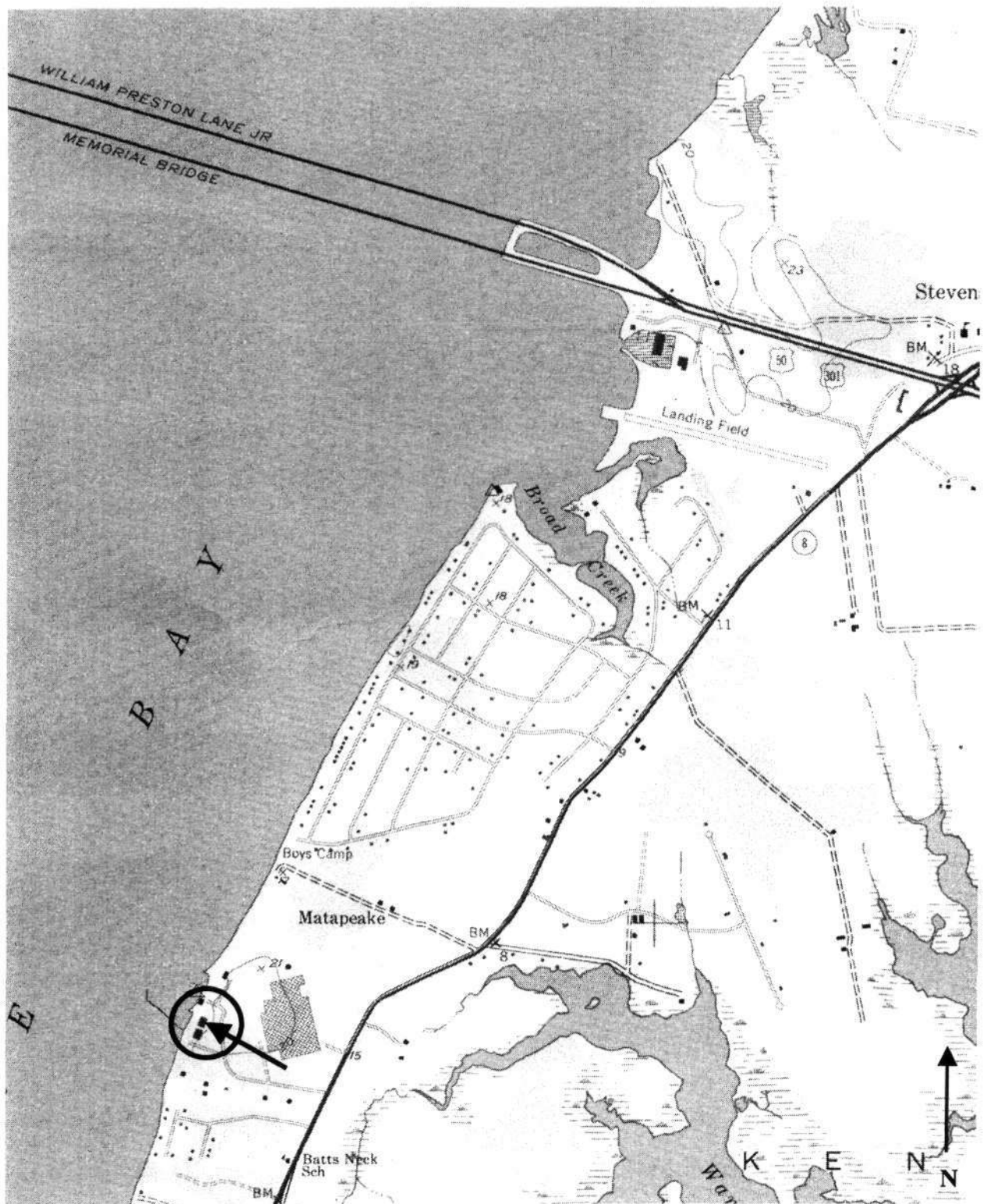
The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600



Site Plan
QA-547
Matapeake Ferry Terminal Shop
Stevensville Vicinity, Queen Anne's County, Maryland



QA-547

Matapeake Ferry Terminal Shop

Stevensville Vicinity, Queen Anne's County, Maryland

Kent Island, Maryland Quadrangle (1:24,000)



QA-547

Matapoke Ferry Terminal Shop

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD S4P0

View from west showing west elevation of shop. Wige
Oak is left of building.

1 of 7

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QA-547

Matapeake Ferry Terminal Shop

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD SHPO

View from NW showing north and west elevations of Shop.

2 of 7

2005 -- APRIL 10 -- 11:00C --



QA-547

Matapoka Ferry Terminal Shop

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD SHPO

View from NE Showing north end of east elevation.
Boiler Shed and Anchor in center.

3 of 7

0000 -- 0000 000 00 0000 >



QA-547

Matapeake Ferry Terminal Shop

Queen Anne's County, Maryland

Julia Darsie for Betty Bird & Associates

April 2005

MD 5470

View from east showing south end of east elevation.
Buoy is immediately left of building.

4 of 7



QA-547

Matapeake Ferry Terminal Shop

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD SHPO

View from south showing south elevation

5 of 7

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QA-547

Misapeake Ferry Terminal Shop

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MO SHPO

View from SW showing west elevation.

6 of 7



QA-547

Matapeake Ferry Terminal Shop

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

IND SHPO

Interior, view to north from shop area. Original concrete block partition visible on right. Recent mezzanine visible on left.

7 of 7

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